NIMA LIST OF LIGHTS CORRECTIONS

PUB 112 Ed 1999 NEW EDITION
(NIMA) 47/99

SAILING DIRECTIONS CORRECTIONS

PUB 143 6 Ed 1994 LAST NM 42/99
Page 106—Lines 11 to 30/R; read:
of the NW breakwater. The inner basin is entered through a passage which is 58m wide and spanned by a bridge.
(NIMA) 47/99

Page 106—Line 33/R; insert after:
Vessels with a draft greater than 9m must wait for high tide.
Berth information is given in the accompanying table.

LEIXEOS—BERTH INFORMATION

Berth	Length	Depth	Remarks
Tanker A	—	14m	Can accommodate vessels up to 100,000 dwt
Tanker B	—	10m	Can accommodate vessels up to 27,000 dwt
Tanker C	—	6m	Can accommodate vessels up to 5,000 dwt
Dock 1 North	455m	9m	
Dock 1 South	520m	9m	
Dock 2 North	670m	10m	
Dock 2 South	690m	10m	
Dock 4 North	400m	11m	
Dock 4 South	440m	10m	
Container North	360m	10m	Can accommodate vessels up to 25,000 dwt
Container South	440m	11m	Can accommodate vessels up to 25,000 dwt
CNO	510m	4m	
PC1	567m	4m	
PC2	655m	4m	
PC3	667m	4m	

(10(151)99 Lisboa; Fairplay, 1999-2000 ed.; Lloyd's Ports, 1999 ed.) 47/99

Page 107—Line 3/L; read:
to 1 hour before arrival. Pilots can be contacted on VHF channel 14
(10(151)99 Lisboa) 47/99

Page 131—Lines 50 to 52/R; read:
breakwater, is 750m long and has charted depths of 10.5 to 11.9m alongside. Pier No. 2, a jetty, extends into the NW part of the harbor. It is 350m long and has charted depths of 8.9 to 10.5m
(US CH 51166) 47/99

Page 176—Lines 17 to 25/L; read:

PORTO GRANDE—BERTH INFORMATION

Berth	Length	Depth	Remarks
1	315m	11.5m	Open to the sea. Use is subject to wind and swell conditions.
2	315m	11.5m	
3	235m	9.5m	Container berth
4	235m	12.0m	Container berth
5	100m	8.5m	
6	122m	6.5m	
7	60m	4.5m	
8	107m	3.5m	
9	40m	3.5m	
10	100m	4.5m	
11	100m	5.5m	
A	120m	4.0m	
B	50m	4.0m	
C	65m	4.0m	

(Fairplay, 1999-2000 ed.) 47/99

Page 182—Lines 42 to 43/R; read:
mole. There is 690m of total berthage with depths of 5 to 9m alongside.
(BA NP 1, Supp. 7/99) 47/99

PUB 143 (Continued)

Page 194—Lines 22 to 41/L; read:

CASABLANCA—BERTH INFORMATION			
Berth	Length	Depth	Remarks
Jetty Moulay Youssef			
A-E	—	2.4-10.0m	Naval facilities
F	300m	10.0m	Ore
P3	120m	10.0m	Petroleum. Can accommodate tankers up to 40,000 dwt, with a maximum length of 280m and a maximum draft of 10m.
Jetty des Phosphates			
60-63	540m	9-12m	Coal and ore
64-66	510m	9-12m	Phosphates
T7	125m	9-12m	Phosphates
R4-R5	200m	7.5m	Scrap
Mole des Agrumes			
40-44	565m	8.5m	Fruits and vegetables
T5-T6	220m	9.1m	Fruits
50-55	700m	9.1m	Fruits
Mole du Commerce			
20-24	575m	9.1m	General cargo
T3-T4	220m	10.2m	General cargo
30-34	600m	9.1m	General cargo
35-36	400m	9.1m	General cargo
R2-R3	200m	7.5m	General cargo
Mole Tarik			
T2	110m	6.0m	
10-13	400m	8.2m	Container cargo
A1-A2	280m	8.2m	Ro-ro
Container Terminal	380m	12.0m	Container cargo

(Fairplay, 1999-2000 ed.; Fr SD C4, 1997 ed.) 47/99

Page 194—Lines 45 to 47/L; strike out.
(NIMA) 47/99

Page 194—Lines 50 to 54/L; strike out.
(NIMA) 47/99

Page 194—Line 32/R; read:
A black ball over a black cone, point up, by day or three green
(BA NP 1, Supp. 7/97) 47/99

Page 194—Line 35/R; read:
A black ball over two black cones, points down, by day or a red light
(BA NP 1, Supp. 7/99) 47/99

PUB 192 6 Ed 1994 LAST NM 39/99

Page 144—Lines 31 to 37/L; read:
A delay in the ETA of more than 1 hour should be reported 6 hours before arrival. Vessels should contact the pilot vessel on VHF channel 87 and confirm their pilotage request 4 hours prior to arrival.

The German pilot vessel may be contacted by VHF and is painted black with the word “LOTSE” in white letters on both sides of the hull. The vessel has a yellow stack with a black rim and flies the German pilot flag (national flag with a white border) from the fore mast. At night, for identification, this vessel shows a long flash by searchlight every few minutes.

The Netherlands pilot vessel may be contacted by VHF and is painted black with the word “PILOT” in white letters on both sides of the hull. The vessel has a black stack and flies a blue flag with a white letter “L” from the aft mast.
(Neth Coast Pilot 99) 47/99

COAST PILOT CORRECTIONS

COAST PILOT 5 27 Ed 1997 Change No. 32
LAST NM 32/99

Page 71—Paragraph 1374, line 6; read:
damage, injury or illness of a person aboard, or manning shortage.
(FR 6/29/99; CL 1254/99) 47/99

Page 99—Paragraph 2388; read:
§167.350 In the approaches to Galveston Bay Traffic Separation Scheme and precautionary areas.
(FR 6/29/99; CL 1254/99) 47/99

Page 149—Paragraph 264, line 2; read:
Bridge and the Caloosahatchee Bridge 0.4 mile SW of it. (See the ...
(NOS 11427) 47/99

Page 190—Paragraph 285, line 4; read:
reported privately maintained to a depth of 6 feet. In April 1999, severe shoaling was reported in the channel entrance in about 30˚22'30"N., 87˚15'48"W.
(14/99 CG8) 47/99

Page 222—Paragraph 33, line 1; read:
The **Paris Road Bridge (State Route 47)**, about 4.4 ...
(NOS 11367) 47/99

Page 222—Paragraph 33, lines 6 to 17; read:
level). The Louisiana Department of Transportation and Development has installed vertical clearance gauges on the Paris Road Bridge; the clearances posted are for the middle 500-foot channel between the fixed red channel lights on the bridge. Mariners desiring **present** Paris Road Bridge clear-

COAST PILOT 5 (Continued)

ances before entering the Mississippi River-Gulf Outlet Canal are advised to seek **competent** local knowledge for water heights and bridge information. The **present** vertical clearance above mean sea level may be determined for the 500-foot midwidth of Paris Road Bridge by using a **present**, **reported**, and **nearby water height**, in feet, **relative** to mean sea level clearance of 140 feet. A positive (higher) water height reading should be subtracted from 140 feet, and a negative (lower) water height reading should be added to 140 feet.
(CL 1163/93; 38/99 CG8; CL 1711/99) 47/99

Page 277—Paragraph 175, lines 8 to 17; read:
a submerged object about 5.6 miles SE of the buoy. A 33-foot spot, marked by a ...
(BP 159167) 47/99

COAST PILOT 6 29 Ed 1999 Change No. 9
LAST NM 39/99

Page 136—Paragraph 185, lines 8 to 11; read:
jetties. In November 1998, the controlling depths were 3.2 feet (4.2 feet at midchannel) in the E approach and 5 feet in the W approach, thence 8 feet between the jetties with 6 to 12 feet in the harbor basin. There is a 1.2-foot shoal spot on the E end of the detached breakwater.
(BP 167608, CL 325/99) 47/99

Page 225—Paragraph 177, lines 4 to 6; read:
mouth. In September 1998, the controlling depth was 2.2 feet (4.2 feet midchannel) to the mouth of the river. Continually ...
(BP 167255) 47/99

Page 248—Paragraph 138, lines 11 to 13; read:
harbor. In September 1998, the dredged channel across the shoal had a controlling depth of 13 feet.
(BP 167277) 47/99

Page 249—Paragraph 155, lines 1 to 2; read:
In April 1998, the controlling depths were 8.2 feet (12 feet at midchannel) in the entrance channel; thence in 1990, 9 feet in the ...
(BP 166032; 1/99 CG9) 47/99

Page 251—Paragraph 187, lines 4 to 5; read:
marked by lights. In July 1998, the controlling depth was 9 feet in the entrance channel to the ...
(BP 167121) 47/99

Page 267—Paragraph 361, lines 1 to 2; read:
In May 1998, the controlling depths were 21 feet (22 feet at midchannel) in the approach channel; thence in 1996, 15 feet at midchannel ...
(BP 166036; 20/99 CG9) 47/99

Page 349—Paragraph 185, lines 3 to 4; read:
marked by lights. In June 1999, the controlling depth was 6.2 feet (8 feet at midchannel) through the dredged channel; thence in ...
(BP 168863) 47/99

Page 349—Paragraph 203, lines 5 to 7; read:
harbor is marked by a gong buoy and a **150˚** lighted range. In June 1999, the dredged harbor basin had a controlling depth of 8.2 feet with lesser depths to 3 feet along the edges.
(BP 168862) 47/99

Page 351—Paragraph 235, lines 2 to 3; read:
of the basin and 24 feet in the E part. In 1996-August 1998, the controlling depth in the W channel was 20 feet, except in the far W section ...
(BP 167406) 47/99

Page 353—Paragraph 285, lines 4 to 9; read:
end of the E pier is marked by a light. In July 1998, the controlling depth was 8 feet from the entrance to the inner basin; thence depths of 4 to 8 feet were in the inner basin with lesser depths along the edges; thence depths of 6 feet in the E channel and 5.2 feet in the SW channel.
(BP 167409) 47/99

Page 354—Paragraph 290, lines 5 to 7; read:
marked by a light. In August 1998, the controlling depths were 10 feet in the entrance channel to the inner basin; thence 6 feet (7.2 feet at midchannel) in the E inner channel; thence depths of 5 to 8 feet were ...
(BP 167416) 47/99

Page 362—Paragraph 386, lines 6 to 8; read:
Buoys mark the N and E limits of the area. In May 1998, the maneuvering area had depths of 25-30 feet.
(BP 167419) 47/99

COAST PILOT 7 31 Ed 1997 Change No. 22
LAST NM 46/99

Page 65—Paragraph 657; read:
§110.1 General. (a) The areas described in subpart A of this part are designated as special anchorage areas for purposes of 33 U.S.C. §§2030(g) and 2035(j). Vessels of less than 20 meters in length, and barges, canal boats, scows, or other nondescript craft, are not required to sound signals required by rule 35 of the Inland Navigation Rules (33 U.S.C. 2035). Vessels of less than 20 meters are not required to exhibit anchor lights or shapes required by rule 30 of the Inland Navigation Rules (33 U.S.C. 2030).
(CL 1073/98; FR 6/30/98) 47/99

Page 86—Paragraph 1598, line 1; read:
The draw of the Union Pacific railroad bridge, mile 1.5 ...
(CL 1073/98; FR 6/30/98) 47/99

Page 86—Paragraph 1602, line 1; read:
The draw of the Northwestern Pacific Railroad Company bridge, mile 0.3 at ...
(CL 1073/98; FR 6/30/98) 47/99

COAST PILOT 7 (Continued)

Page 86—Paragraph 1624, line 1; read:
(b) The draw of the Burlington Northern Santa Fe railroad ...
(CL 1073/98; FR 6/30/98) 47/99

Page 87—Paragraph 1642, line 1; read:
The draw of the Union Pacific railroad bridge, mile 0.7 ...
(CL 1073/98; FR 6/30/98) 47/99

Page 87—Paragraph 1644; read:
The draw of the San Mateo County Transportation Department railroad bridge, mile 0.5 near Newark, shall open on signal if at least 24 hours notice is given to the San Mateo Transportation Department, at San Carlos.
(CL 1073/98; FR 6/30/98) 47/99

Page 87—Paragraph 1650, line 2; read:
mile 1.0, and Union Pacific railroad bridge, mile 1.1, both near ...
(CL 1073/98; FR 6/30/98) 47/99

Page 88—Paragraph 1689, line 1; read:
The draws of the Burlington Northern Santa Fe railroad bridge, ...
(CL 1073/98; FR 6/30/98) 47/99

Page 88—Paragraph 1699, line 1; read:
(c) The draw of the Burlington Northern Santa Fe railroad bridge, ...
(CL 1073/98; FR 6/30/98) 47/99

Page 88—Paragraph 1705, line 2; read:
Burlington Northern Santa Fe to obtain information on the status of the ...
(CL 1073/98; FR 6/30/98) 47/99

Page 88—Paragraph 1707, line 1; read:
The draw of the Union Pacific railroad bridge, mile 9.0 ...
(CL 1073/98; FR 6/30/98) 47/99

Page 88—Paragraph 1715, line 1; read:
(a) The draw of the Willamette and Pacific railroad bridge, ...
(CL 1073/98; FR 6/30/98) 47/99

Page 88—Paragraph 1717, line 1; read:
The draw of the Burlington Northern Santa Fe railroad bridge, mile ...
(CL 1073/98; FR 6/30/98) 47/99

Page 89—Paragraph 1718; read:
§117.889 Siuslaw River.
(CL 1073/98; FR 6/30/98) 47/99

Page 89—Paragraph 1720, line 1; read:
(b) The draw of the Central Oregon and Pacific railroad bridge, mile ...
(CL 1073/98; FR 6/30/98) 47/99

Page 89—Paragraph 1725, line 1; read:
(b) The draw of the Central Oregon and Pacific railroad bridge, mile ...
(CL 1073/98; FR 6/30/98) 47/99

Page 89—Paragraph 1740, line 1; read:
(b) The draws of the Union Pacific railroad bridges, ...
(CL 1073/98; FR 6/30/98) 47/99

Page 89—Paragraph 1748 to Paragraph 1749, line 1; read:
The draw of the SR-101 highway bridge, mile 0.1, at ...
(CL 1073/98; FR 6/30/98) 47/99

Page 90—Paragraph 1760, line 1; read:
(c) The draw of the Burlington Northern Santa Fe railroad bridge at ...
(CL 1073/98; FR 6/30/98) 47/99

Page 90—Paragraph 1762, line 1; read:
(a) The draw of the Burlington Northern Santa Fe railroad bridge, ...
(CL 1073/98; FR 6/30/98) 47/99

Page 90—Paragraph 1773, line 1; read:
(1) Burlington Northern Santa Fe railroad bridge, mile 0.4, and ...
(CL 1073/98; FR 6/30/98) 47/99

Page 90—Paragraph 1774, line 1; read:
(2) Burlington Northern Santa Fe railroad bridge, mile 0.4, one ...
(CL 1073/98; FR 6/30/98) 47/99

Page 91—Paragraph 1785, line 1; read:
(b) The draw of the Puget Sound and Pacific railroad bridge, ...
(CL 1073/98; FR 6/30/98) 47/99

Page 91—Paragraph 1796, line 1; read:
(c) The draw of the Burlington Northern Santa Fe railroad bridge, ...
(CL 1073/98; FR 6/30/98) 47/99

Page 91—Paragraph 1808, line 1; read:
The draw of the Burlington Northern Santa Fe railroad bridge, mile ...
(CL 1073/98; FR 6/30/98) 47/99

Page 92—Paragraph 1821, line 2; read:
Burlington Northern Santa Fe to obtain information on the status of the ...
(CL 1073/98; FR 6/30/98) 47/99

COAST PILOT 7 (Continued)

Page 92—Paragraph 1829, line 1; read:
(e) The draw of the Burlington Northern Santa Fe railroad bridge ...
(CL 1073/98; FR 6/30/98) 47/99

Page 92—Paragraph 1830, line 1; read:
(f) The draw of the Burlington Northern Santa Fe railroad bridge ...
(CL 1073/98; FR 6/30/98) 47/99

Page 92—Paragraph 1840, line 1; read:
(b) The draw of the Washington State Parks and Recreation Commission bridge ...
(CL 1073/98; FR 6/30/98) 47/99

Page 93—Paragraph 1843, line 1; read:
(b) The draw of the Puget Sound and Pacific railroad bridge, ...
(CL 1073/98; FR 6/30/98) 47/99

Page 96—Paragraph 1953, lines 5 to 6; read:
defined in 46 U.S.C. 2101 on any structure on or in the navigable waters of the ...
(CL 1073/98; FR 6/30/98) 47/99

Page 96—Paragraph 1961, lines 2 to 3; read:
prohibit any vessel, subject to the provisions of chapter 37 of Title 46, U.S. Code, from operating in the navigable ...
(CL 1073/98; FR 6/30/98) 47/99

Page 97—Paragraph 1970, line 4; read:
U.S.C. App. 91 of any vessel, the owner or operator of which is subject ...
(CL 1073/98; FR 6/30/98) 47/99

Page 108—Paragraph 2311, line 3; read:
shall notify the District Commander, and in ...
(CL 1073/98; FR 6/30/98) 47/99

Page 113—Paragraph 2517, lines 2 to 3; read:
subject to 46 U.S.C. 3708, the dual radar system required by this part must ...
(CL 1073/98; FR 6/30/98) 47/99

Page 183—Paragraph 451, line 5; read:
In April 1998, good depths were available in both openings. The ...
(BP 164560) 47/99

Page 278—Paragraph 138, line 5; read:
Slough, has a clearance of 15 feet. The causeway extends E and ...
(CL 510/99) 47/99

Page 300—Paragraph 284, line 5; read:
cables and pipeline that cross the canal is 70 feet. (See **207.680**, ...
(CL 506/99) 47/99

Page 306—Paragraph 415, line 16; read:
regulations.) U.S. Route 95 fixed highway bridge crosses the river just above the railroad bridge; the least clearance for both bridges is 14 feet. At **Bayview** (47˚59'N., 116˚34'W.), ...
(CL 508/99) 47/99

Page 335—Paragraph 331, line 1; read:
A bank covered 8 to 20 fathoms extends across the S ...
(CL 1072/99) 47/99

Page 370—Paragraph 295, line 7; read:
channel 13; call sign, WHD 721. (See **117.1 through 117.59 and** ...
(CL 681/99) 47/99

Page 415—Paragraph 564; read:
The John H. Slattery (Sand Island) highway bridge over the harbor end of Kalihi Channel has fixed spans with a clearance of 14 feet.
(CL 856/96) 47/99

Page 422—Paragraph 712, lines 2 to 3; read:
about 0.9 mile N of Heeia, is open to the public. In July 1999, the controlling depth in the harbor was 6.2 feet. Gasoline, diesel ...
(29/99 CG14) 47/99